

Victoria Daily Times.

Vol. 25.

VICTORIA, B. C., MONDAY, JUNE 7, 1897.

No. 84.

See Our New Carvers

The very best English manufactures direct from the manufacturers. Ivory and Horn Handles. Silver Mounted and Plain, beautifully cased, and at price that will suit everybody.

EVERYTHING GUARANTEED AT

Just the Thing for a Wedding Present.

Challoner, Mitchell & Co's JEWELLERS, 49 GOVERNMENT STREET.

You can buy good Corsets, 50c.; New Blouses, with dress collars and cuffs, 60c.; Summer Vests, 5c.; Extra Fine Vests, 2 for 25c.; Canvases, Bathing Shoes, 50c.; Silk Bathing Caps, 90c.; Bath Towels, 20c.; Bath Mats, \$1.25; New Sponge Holders, 40c., at THE WESTSIDE. J. Hutchison & Co.

WEILER BROS.

CAN SUPPLY YOU WITH

HAMMOCKS . . .
CAMP BEDSTEADS . . .
CAMPING UTENSILS
FOR COOKING, ETC.
FILTERS . . .
ICE CREAM FREEZERS.
WIRE MEAT COVERS.

....FOR....

SEAGRAM'S WHISKEY

THE SOLE AGENTS ARE

R. P. RITHET & CO., Ltd., Wharf St.

SHEFFIELD CUTLERS' STORE.

TABLE KNIVES, PLATED FORKS,
DESSERT KNIVES, PLATED SPOONS,
TABLE CARVERS, RAZORS,

And a Complete Shaving Outfit, at

FOX'S, 78 Government Street.

JUBILEE NEWS

We have just opened 5 cases

German Shirts, Collars and Cuffs, and a consignment of Jubilee Fedora Hats, in all the newest colors.

Jubilee Ties expected next week.

Samuel Sea, Jr.,

Douglas St.

The Victoria Metallurgical Works

with which is incorporated

The Victoria Assay Office,

48 FORT STREET. VICTORIA, B.C.

Ores tested in small quantities and in bulk by any known process. Mill tests up to 20 tons.

PRICES FOR ASSAYING:

| | |
|-------------------------|--------|
| Gold | \$1.00 |
| Silver | 1.00 |
| Copper | 1.00 |
| Gold and Silver | 1.00 |
| Silver and Lead | 1.00 |
| Gold, Silver and Copper | 3.00 |

For prices on other Metals, mill tests

W. J. R. COWELL, B.A., F.G.S., M.E.

VANITY FAIR CIGARETTES

THE OLD RELIABLE....

10c. PER PACKAGE ..10c

17 PRIZE MEDALS.

M. S. KIMBALL

Rochester, N. Y.

NEW ADVERTISEMENTS.

TWO-FURNISHED front bedrooms, with use of bath, 232 Yates street.

FOR SALE—Young pet African spider monkey, \$25. Apply 24 Rae street.

WANTED—A good family cow about to calf; must be cheap for cash. Apply "H." Times office.

JOLLY FOUR CLUB commence their fortnightly dance at Victoria Gardens, on Thursday, June 10th. Tickets, including dinner, 50c., to be had at Molotoff's boat-houses.

TENNIS RACQUETS—Wright & Ditson and Spaulding tennis racquets at J. Barnsley & Co.'s, 119 Government St.

J. MCWENNEY—Ready-mixed paints, oils, varnishes, etc. 183½ Douglas street.

LINSEED OIL—Guaranteed pure English oil, at 65c. per gallon in 4 gallon lots; pure lead, \$6 per 100 lbs.; Elephant, \$5.50 per 100 lbs. J. W. Miller, Fort street.

\$5.00—1 double screened household coal per ton or 2,000 lbs. delivered to any part of the city. Hutton & Hall, 100 Government street, 23 Store street.

MELLOR'S bath tub enamel is the only reliable enamel for baths; new designs in wall papers. Mellor, Fort street, above Douglas.

ROBT. WAIRD & CO., Ltd., Agents.

Licensing Commissioners.

The Board of Licensing Commissioners will sit in the Polies Court, City Hall on Wednesday next, the 9th inst., at 2:30 p.m.

By order,
WELLINGTON J. DOWLER,
Victoria, B.C., June 7th, 1897.

FOR THE NORTH

THE STEAMER
"Barbara Boscowitz"

Carrying Her Majesty's Mails for Nass River and Way Ports, via Vancouver, leaves

TUESDAY, JUNE 8,

At 7 o'clock p.m., from Porter's wharf, For freight or passage apply to

CAPT. J. D. WARREN, Manager, 6 Trounce Ave.

Mining Shares for Sale

1000 Van Ande, Texada Island.....\$0.05
1000 Victoria-Texada do.....25
1000 Cayoosh Creek, near Golden Cache.....50
1000 Con. Sable Creek, Larderan.....10
1000 Sloan Queen, next Slocan Star.....10
1000 Argo, Slocan.....25
1000 Athabasca, Nelson.....25
4000 London Hill.....25
1000 John, Trail Creek.....45
400 L.X.L., Trail Creek.....10

A. W. MORE & CO.,
Mining Brokers, 86 Government St.

AUCTION.

To Grocers and Others.

I am instructed to sell, without reserve, at Salerooms, Douglas street.

TUESDAY, JUNE 8th, at 2 O'CLOCK

HOUSEHOLD FURNITURE.

At commencement of sale, a consignment of

PICKLES, RAISINS, FIGS, ETC.

W. T. HARDAKER, Auctioneer.

AUCTION

Choice Flowers

FOR JUBILEE DECORATIONS

—AT—

Invertavish Nursery & Park Road

TUESDAY, JUNE 9th, at 2 p.m.

Annual sale of house and garden plants, consisting of Ever-blooming and Hybrid Roses, Rex and Turb. Roses, Rooted Begonias, Ferns (English and Maidenhair), Hydrangeas, Carnations, Geraniums, Fuchsias, Gloriosa, Palms and other foliage.

Plants suitable for table decorations; also a fine lot of Hanging Baskets, etc. No reserve. Terms cash.

W. T. HARDAKER, Auctioneer.

LAW INTELLIGENCE.

In Macaulay vs. O'Brien Chief Justice

Davie this morning handed down judgment in favor of the plaintiff. He held that the caps proceedings were regular and dismissed the defendant's motion with costs.

Mr. Gordon Hunter, who was present on behalf of the defendant, then asked for a special sitting of the Full Court for the purpose of hearing an appeal. Since a sitting in a case of emergency is provided for by the new Supreme Court Act. His Lordship pointed out that a sitting before the regular one in July would be impossible, as Judge Walkem and Judge McColl are both away in the Upper Country. Mr. Cassidy said his client was prepared to go to trial at once. This afternoon an order was made staying proceedings pending the appeal.

Law Intelligence.

Later—Miss Squires is shot in the

back of the head, but the wound will

probably not result fatally.

DROWNED ON LAKE NEPISSING.

Dr. Engel, a Chicago Physician, Meets

a Watery Grave.

Callendar, Ont., June 7.—While Dr.

E. C. Engel and Dr. N. P. Engel, the latter belonging to Chicago, were out

sailing on Friday on Lake Nipissing, their boat was upset in a squall and Dr.

E. C. Engel was drowned. The body

was found yesterday, and will be re

turned to Stratford, and thence to Chicago for burial.

Pale Customer—Is this western beef?

Eastern Butcher (proudly)—No. Ma-

dam, we don't deal in steers from the

rogue West. This beef, madam, is from

a highly cultivated and refined cow, for-

merly of Boston.—New York Weekly.

FROM THE CAPITAL

The Franchise and Plebiscite Bills to

Lay Over A Document to

the Queen.

Mr. Morrison Wants Information re

Alaska Boundary Treaty as

cy's Railway Bill.

Ottawa, June 7.—In the house to-day Hon. Mr. Davies stated that owing to the absence of the premier in England several bills would be held over, including the franchise and plebiscite. As the former bill would determine the franchise on which the plebiscite is to be taken, Hon. Mr. Laurier was anxious to be present when they were discussed.

Hon. Mr. Tarte said it was the intention of the government to ask parliament for a sum for erecting a monument to commemorate the Jubilee of Her Majesty the Queen.

The special committee appointed to enquire into the bills of Casey and MacLean reported both bills to-day. The main features of Casey's bill as amended, provide that in case of the temporary injury of a railway employee, the company will require to pay sixty-per cent. of the current rate of wages received for one year. In the case of permanent disability, three years' salary in a lump sum will be given to the employee. In the case of death, four years' salary will be given to the relatives, but in no case will the amount exceed \$4,000. In all cases the employees will have to sign an agreement that they will not claim any more in court.

MacLean's bill was reported as it stood.

It provides for all trains being equipped with air brakes and automatic couplers, locomotive engineers must have been firemen for three years on a locomotive engine before being an engineer, and a conductor must first have served three years as a brakeman. The railway companies must furnish employees with a certificate specifying the time and nature of service by such employee. Penalties are provided for the enforcement of the act.

Yesterday was the sixth anniversary of Sir John Macdonald's death. The Macdonald Club of Ottawa, sent a beautiful wreath to Kingston to be placed on the old chieftain's tomb.

The Royal Society programme has been issued. The meeting commences at Halifax on June 21, in connection with the Cabot celebration.

In answer to Mr. Morrison to-day Hon. Mr. Davies said that the effect of the amendment made by the Senate committee to section one of the Alaska treaty, provided that the United States in agreeing to the terms of the treaty respecting Mount St. Elias as the initial point of the boundary line, was not to be understood as conceding on their part anything that might be deemed unfavorable to make a proper boundary. Mr. Morrison's object is to prevent the treaty being ratified with this amendment, as it may prevent Canada getting anything in return for making this concession of additional territory to the United States. Regarding Mount St. Elias, it was really about 20 miles within Canadian territory. As the season advances the immigration returns gives an indication of a healthy flow of population to Canadian shores. There are more people coming from the United States and Europe than at any time during recent years. Some three hundred French-Canadians have been repatriated from Michigan.

MURDER AND SUICIDE.

Washington Shocked by an Early Morning Tragedy.

Washington, June 7.—As a throng of government clerks and others were

thronging up Pennsylvania avenue about 9 o'clock this morning they were

startled by the attempted murder of

Miss Dorothy E. Squires and the sui-

cide of Charles Barber, a patent at-

torney, who has gained much notoriety

of late by his eccentric actions.

Barber shot Miss Squires, then, turn-

ing the revolver on himself, put a pistol

ball through his brain, causing almost

instant death. Miss Squires is still alive.

Barber once had considerable of a

practice, but has been growing more and

more eccentric for several years, and

more and more friends thought him mentally unbalanced.

Miss Squires formerly worked for

Barber as a stenographer, and upon

leaving his employ he annoyed her with

his attentions, threatening to injure her if not permitted to call. Finally matters became so serious that she had to

appeal to the courts for protection, and

OTTAWA LETTER

Ottawa, May 31.—During the year of 1896, as shown by the annual report of the department of marine and fisheries, there were no less than 71,334 men engaged in the fishing industry using nets and other fishing implements, aggregating a capital of about nine and a quarter million dollars. Over 1,200 schooners and steam tugs, valued at \$2,318, and manned by 9,800 sailors, found employment in this industry, besides the 61,500 fishers using 34,286 boats, valued at over one million dollars. Over six million fathoms of nets were fished last year.

The fisheries of Canada are the most extensive in the world, comprising an immense sea-coast line, besides innumerable lakes and rivers. The eastern sea-coast of the maritime provinces, from the Bay of Fundy to the Straits of Belle Isle, covers a distance of 3,900 miles, and that of British Columbia is given as 7,180 miles, more than double that of Great Britain and Ireland.

While the salt-water inshore area, not including minor indentations, cover more than 1,500 square miles; the fresh water area of that part of the great lakes belonging to Canada is computed at 72,700 square miles, not including the numerous lakes of Manitoba and the Territories, all stocked with excellent species of food fish.

The value of Canadian fisheries is computed at \$20,199,338, being a decrease of over half a million dollars as compared with the previous year. With the exception of British Columbia, showing a surplus of nearly half a million dollars, and New Brunswick, which shows a slight increase, all the other provinces have yielded less than last year. The different inspectors of fisheries severally explain these various fluctuations in their respective reports comprised in Appendices 3 to 10, from which the brief summaries below have been compiled. This does not include the large quantity of fish consumed by the Indian population of British Columbia and the Northwest Territories, estimated at over two million dollars. Between the year 1890 and 1895 the five principal commercial fisheries have yielded as follows:

| | |
|----------|---------------|
| Cod | \$102,813,832 |
| Herring | 51,463,288 |
| Lobsters | 46,750,008 |
| Salmon | 41,738,791 |
| Mackerel | 30,892,602 |

For the first time in the history of our Canadian fisheries, salmon, an anadromous first fish, has supplanted the graduated table his deep-sea cousin, the cod. While the value of the latter has declined by over half a million dollars, the value of the former has increased by about the same amount, thus reversing the difference of a million dollars which existed in 1894 between the two species. Other more important fluctuations are the large increase in herring and sardines, and the falling off in mackerel and lobsters. The catch for the part year was as follows:

| | |
|---------|-------------|
| Salmon | \$3,732,717 |
| Cod | 3,638,519 |
| Herring | 2,786,516 |
| Lobster | 2,250,000 |

The sum of \$103,567 was paid during the year 1895 to the deep sea fishermen of the maritime provinces. Of this amount \$76,182 were divided amongst 907 vessels, manned by 6,250 men, and \$87,385 distributed to 24,558 fishermen using 13,873 boats. All the names of these claimants for the bounty were comprised in the 14,780 claims paid for the year. Since its inception (1892) this department has paid over two million dollars as fishing bounty to encourage the Canadian fishermen in the development of our sea fisheries.

The fisheries of British Columbia show an increased value of nearly half a million dollars. Exclusive of our seal skins the aggregate product of British Columbia fisheries exceeds that of any former year, especially the salmon canning industry, which exceeded the past previous record by nearly 700,000 cans. Of the fifty-five canneries in operation in 1896, thirty-four were on the Fraser river, nineteen on the northern rivers and two Vancouver island. The halibut and sturgeon fisheries are being steadily developed on the western coast, nearly two million pounds of the former being exported during the season. Notwithstanding that the seal catch was 15,000 skins short of the previous year, the prices for them were somewhat lower.

The seal skins are valued at \$718,550. The Canadian catch is 23,115 skins less than that of the previous season. The deep sea fisheries of the Pacific Coast have been as yet but little developed, yet over two and a half million pounds of halibut were captured, one-fifth of which is estimated were exported.

The papers and correspondence regarding the fast Atlantic contract were presented to parliament last evening. On Monday next Sir Richard Cartwright will move in the house of commons that the contract for the same be ratified. The contract is signed by Sir Richard Cartwright on behalf of the Canadian government and by Wm. Peterson on behalf of Peterson, Tait & Co., of Newcastle and London. It is dated the 18th of March, 1897.

The contract provides for four steamers to be constructed under the supervision of the British admiralty, and having the requirements for auxiliary naval cruisers. The vessels will require to be 10,000 tons gross, being nearly 21 knots an hour, having a capacity for cargo of 1,500 to 2,000 tons, and to carry immigrants on their outward trip at a rate not to exceed \$15 per head. They must be adapted to the best Atlantic steamers, such as the Campania and Lusitania, the Cunard line.

The steamers will make their terminus at Quebec in the summer months, proceeding afterwards to Montreal, and in winter will call at Halifax or St. John, at the option of the company. Such option to be declared by them before the date fixed for the commencement of service.

The contract is for a period of ten years, and the total government subsidies are £154,500 a year. Of this amount the Dominion government will give £103,000 (\$515,000) and the Imperial government £51,500. The vessels will require to be 520 feet long, with a draught of 25 feet 6 inches when loaded. This is the present available depth of the St. Lawrence at Montreal. They must have accommodation for 500 tons of cold storage, and carry 300 first class and 200 second class passengers and 800 steerage. The terminus of the vessels on the other side will be Liverpool. The steamers will carry all the mails. Two

of the steamers will require to be ready before the 31st May, 1898, and the other two not later than the 31st of May, 1900. When the first two steamers are ready the trips will be fortnightly, and after the next two are completed the service will be weekly.

The contractors are not to be allowed to accept any subsidy from any foreign country or any provincial or civic authority, and the boats must not call at any foreign ports. The company are to be debarred from discriminating against any Canadian railway, and the steamers will have to call at either side of the river at Quebec as deemed by the minister.

An interesting point is that a tender was so as to be available in times of war as a torpedo boat, and having a speed of 22 knots (25 miles) per hour must be built by the company to meet each steamer in the gulf with a pilot.

SLABTOWN.

AFTER THE LYNCHING.

The Urbana, Ohio, Sheriff Forced Into Hiding.

CINCINNATI, June 5.—A Times-Star special from Dayton, Ohio, says Sheriff McLain, of Urbana, arrived in Dayton at 8 o'clock last night and was quietly conveyed to the home of his brother-in-law. Efforts were made to keep the presence of the sheriff a secret. He said he had left Urbana at the solicitation of friends, and that while he had no fear, he had deferred to their wishes in the matter.

COLUMBUS, Ohio, June 5.—A special to the Dispatch from Urbana says the city has resumed its normal condition. Nothing is known of the whereabouts of Sheriff McLain and Captain Leonard. It is a general understanding that the sheriff drove to Springfield. It was reported last evening that a mob of 150 was organized to go to Springfield after the sheriff. Such word sent to Springfield had the effect, it is said, of sending the sheriff on to Dayton.

He is universally condemned by the people and held responsible for the shooting of the citizens by the militia. Captain Leonard is condemned for ordering the soldiers to fire. After their escape from the jail members of the company have not dared to show their faces on the streets and many of them have left the city.

It is reported that Smith Bell, father of Henry Bell, who was killed, was shot to kill Captain Leonard on sight.

The body of Click Mitchell, the rapist, is an elephant on the hands of the city. His body was secreted to prevent the mob from wreaking vengeance on the remains. Threats of getting the body and burning it were freely made. Relic hunters had nearly cut the coat off the dead man.

Major Ganson states that the tragedy of the night before last and the lynching were entirely uncalled for. He urged the sheriff to get the prisoner out of town when first taken to jail, but the sheriff neglected to do so. Concerning the militia, the mayor says:

"I do not understand why the government refrains from, as several companies were held in reserve. The Springfield militia, after consultation with the sheriff, were moved two blocks away from the jail to be in readiness if needed. There was no expectation of lynching taking place at the time. The crowd, at my request, partially dispersed as soon as the Springfield militia marched away.

At the time of the lynching the sheriff and his deputies, with 20 of our county militia, were in the jail on guard. I left the jail some time before the lynching. The sheriff had full charge of the military as well as the prisoner. Any part I took was to keep innocent blood from being shed and prevent lynching. No blame can be attached to the governor."

It is said that there is a court-martial in store for the Springfield militia over their non-participation. Instead of participating in guarding the jail they marched away under the advice of Major Ganson. The company is said to have been at the depot awaiting a train while the lynching was going on. Colonel Anthony, commander of the company, will no doubt have to explain the company was ordered to report to the sheriff.

The immigration ship at Port Arthur was destroyed by fire this afternoon.

The first road race between the Rover and Winnipeg bicycle clubs to-day, for the Dunlop trophy, resulted in a tie.

Winnipeg defeated Rat Portage at a race to-day by 5 goals to 4.

MONTREAL, June 5.—The Dominion line royal mail steamer Vancouver sailed this morning with the largest number of passengers that has ever left Montreal for Europe by one steamer. The passengers included the Judds' military contingent, numbering 164, who were taken on at Quebec; a party of Swedes from Chicago, numbering 240, who are going to Stockholm to attend the great exposition; and the Winnipeg Henley crew.

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Montreal, June 5.—The Dominion line royal mail steamer Vancouver

EXPENSIVE YACHTS

Where American Millionaires Have
Been Went to Get Floating Palaces.

An Enormous Sum Spent in Clyde
Yards in One Year—Design-
er Watson.

Glasgow, May 8.—Considerable amusement has been caused among Clyde yacht builders by the reports which have been received here regarding the somewhat extraordinary action of the American yacht builders, who, we are told, have endeavored to get the supreme court of the United States to decide that foreign built yachts are liable to customs duty like any other commodity. The supreme court, however, in its wisdom, has decided otherwise, declaring that British or other foreign yachts are not subject to the usual customs tariff. This decision, while it may have caused some consternation and a good deal of disappointment among American yacht builders, has not in the slightest degree elated or gladdened our Scottish builders of those elegant toys of the multi-millionaire. Were the American builders only cognizant of the actual facts of the case they certainly would not feel so deeply aggrieved as we are led to believe they do over the fancied prosperity that the British builders enjoy at their expense. The plain truth about the matter is that the British builders have been losing money by their work for American orders. This statement can be proved up to the hilt by facts and figures. One has only got to attempt to run an interview with some of the big Clyde yacht builders to discover by their more than Scotch graftness and abruptness that the subject of building yachts for American millionaires is not one the contemplation of which fills them with joyous exuberance. If the case of the builders of yachts who have dropped something on the contract you might as well tackle a Highland bull with rheumatics in his front hoofs, if it is civily you wait. One of the biggest firms on the Clyde, who recently built one of those magnificent floating palaces for a certain American gentleman whose "pile" runs well into the millions, lost no less than \$5,000 on the transaction. They have declared their determination to undertake no more contracts of that kind at anything like the same money. It will be impossible, of course, to go into details to show how this bad speculation on the part of one of our best known yacht building firms on the Clyde came about. The story seems to conflict rather seriously with the accepted belief concerning Scotch shrewdness and business sagacity, but the fact remains that this firm did drop one thousand pounds on the yacht ordered by the wealthy American, and that having signed their far to that extent once they well see that the next transatlantic order they execute has not a cent attached to it. The firm were very glad to get the boat off their hands, and members of the firm assured me that they will see to it that they are plentifully safeguarded against any such loss when the next American Croesus comes along wanting a revised version of the Arabian Nights built for him. It must be understood, of course, that this is not the only firm on the Clyde or in Britain that has lost money heavily by American orders. There are plenty of others mourning the hour they undertook a trial order for Uncle Sam's lucky citizens. It will therefore be seen that there is small reason for jealousy on the part of American builders.

The yachts to which I have been referring are steam yachts. For this class of pleasure craft the Clyde has achieved a reputation which would be very hard to surpass, or even rival. The models of the boats turned out here for pleasure purposes are as nearly perfect as human talents and skill can make them. While keeping the lovely flowing lines and general cleanliness of form for which the Clyde has won an enviable name these fine craft have great beam, which enables them to make comfortable sailing in the heaviest weather. United to their elegance they have a strength of frame that permits of engines of the most powerful type being placed in them. Indeed, some of those dainty creations in marine architecture can make it interesting for all but a few of the big Atlantic liners. We see them put to their best on the measured mile at Skemorlie on the Clyde, just round the course from Gourock, and it is a sight worth gazing at. Every boat of this sort that is launched now surpasses its predecessors in the indescribable magnificence of its interior furnishings. Carte blanche is given in this respect with the result that the artist decorator, the artist upholsterer and the wood sculptor get in some of the finest work ever seen on this earth. They are dreams, those cabins and saloons and state-rooms: no royal palace can surpass the bewildering sumptuousness, the luxury, the comfort or the convenience of those yachts built on the Clyde for wealthy Americans. In their cabins the owners and the lucky guests can be as comfortable as in their own drawing-rooms, and in the several saloons the passengers enjoy the minimum discomfort. There is always some smart man coming forward with an invitation to add still more to the comfort of the sybaritic yacht-owner, and those smart men don't lose anything by it—in fact, they and the upholsterers, carvers and carvers are the men who really make the best thing out of the boats.

It may surprise readers to learn that over seven millions and a half of dollars have been spent on the Clyde on just such yachts for American patrons during the past twelve months. This enormous sum has been distributed among three firms, Messrs. A. and J. Inglis, Pointhouse Yard; The Clydebank Shipbuilding & Engineering Company, Troon, Ayrshire, just south of Firth of Clyde. Notwithstanding the expenditure of such a colossal sum among these firms I can assure American patrons of the Clyde that prices have gone up and that there will be no more yachts undertaken by the three firms at anything like former prices. This may have the effect of confining American orders to American firms, who are able to do the

work as well, but perhaps not so cheaply as the Scotch yards.

There is one gentleman in the business who has not dropped anything through his connection with the millionaires of the United States—I mean the designer, Mr. Watson, the famous creator of Valkyrie, Britannia and a lot of other sleek craft. He designed every one of those steam yachts to which I have referred, and as his price for those little preliminary pictures of the steam yachts to be cost a sum that would make a man of modest income gasp for breath to be taxed with. Mr. Watson, like that Mr. Reilly, who kept an hotel, has been "doing indifferently well." As a steam-yacht designer Watson is probably without a rival. His great aim has been to combine the greatest stability and sailing power with the greatest comfort and economy of space, and he has succeeded in a way that is eminently healthy for his business—the biggest of the kind in the world. Mr. Watson is remarkable for another and totally different point of view—he is the man who cannot be interviewed. He has never been interviewed yet all sorts and conditions of interviewers have tackled him. Mr. Watson is tall, well-built, athletic-looking, in fact, handsome, with a somewhat aristocratic appearance that certainly invites people who doesn't know to kindly keep their distance, and the greater the better he'll like it. He is the sole proprietor of about the costliest smile in Glasgow; it is a calm and a

son flat-footed and asks him: "Are you building a racer for the Duke of Blank?"

Then the great designer will be as frank as a shotgun and will say either yes or no as the case may be, but ocean liners couldn't pull another scrap of knowledge out of him about that boat. You might as well keep pulling at the triggers of the gun you have just fired and expect to shoot partridges with the empty cartridge-cases as hope to get Watson to give away a scintilla of information if he doesn't want to. He is fit for strata-gems, and he is raking in the spoils. The wily style of trying to get at the facts is the interviewee's poorest card with Designer Watson; he is on the game from the first break, and the same cold smile illuminates his patrician features all the time the newspaper man is trying to spread the banana peel for the feet of the victim. The interviewee who attempts suggestion; the Socratic interviewer; the innocent game—not looking for anything in particular—the gentleman who tries on the jolly, chumming style and springs sudden questions on conducts his business by innuendo, all share the same fate—failure. I don't know how an American expert would lay siege to him, but certainly no Britisher able to boast that he even got a scrap of information worth transcribing from the shorthand from this Scottish yacht-designing sphinx. G.

The confidence of the people in Hood's Saracenia is due to its unequal record of wonderful cures.

LARGEST AFLOAT.

Of signal interest, not only to all who are engaged in shipbuilding, but also to all Germans, was the launching of the new double screw steamer Kaiser William, the Great, which took place recently near Stettin. This splendid steamer is at present the largest of her kind in the world, and Germans are naturally elated at the thought that their country holds the palm in this respect. The dimensions of the monster craft are as follows: She is about 190 metres in length on the water line and 188 metres over deck. Her breadth is about 20 metres and her depth is 13 metres. Her gross tonnage is registered at 15,500, and her displacement is 20,000 tons. She has been built under the supervision of the North German Lloyd and the German Lloyd and she ranks as a first class steamer.

For the safety of the passengers, the freight and the vessel herself, all possible pecuniary measures have been taken.

There are fifteen watertight bulkheads, and by means of these and other appliances the vessel is divided into eighteen separate watertight compartments.

Furthermore, there is a double floor over the entire length of the vessel. There are two triple expansion engines, each of which has four cranks and four steam cylinders. Besides these there are not less than 68 auxiliary engines (for the electric lights, the pumps, etc.)

GEOLOGICAL CONGRESS.

The seventh triennial meeting of this body will be held in St. Petersburg this year. The previous sessions have been: Philadelphia (inaugural), 1876; Paris (first congress), 1878; Boulogne, 1881; Berlin, 1885; London, 1888; Washington, 1891; Geneva, 1894. In each country special endeavors have been made to make the reunions as interesting and as agreeable as possible, extending to visiting members every facility for studying the prominent physical and geological features of the country they were visiting.

The actual congress is to take place at the Imperial Academy of Sciences, St. Petersburg, from August 20th to September 4th—August 17th to 23rd, O. S. The questions to be discussed have not yet been decided upon, but whatever they may be, a room will be set aside for an exhibition of geological maps, profiles, books, collections, instruments, etc., and arrangements have been made so that all objects intended for this exhibition, and addressed Russia, St. Petersburg, Exposition du Congrès Géologique International, will be delivered at St. Petersburg without being submitted to any customs inspection, and will be unpacked in the presence of a delegate of the organizing committee. Furthermore, such instructions have been given to the Russian representatives in foreign countries, that on presentation of the card of membership the vice of passage

the directors of the Hanover (Germany) tramway system have published an important report, in which they narrate their experiences with accumulators as the source of power for their cars. In Hanover both overhead wires and accumulators have been used for a considerable time, so that the managers are in a position to institute a reliable comparison. Taking everything into account, they pronounce in favor of the storage cell. The cost of maintenance they say has been determined with the utmost exactitude possible for the year 1896, and the managers reach the conclusion that the additional cost of accumulators does not exceed one groschen or 2 of a cent per mile. Consequently it has been decided that the entire system shall, as soon as the requisite arrangements can be made, be driven by secondary batteries.

WHEN THE HEART IS AT REST.

Nature takes the time when one is lying down to give the heart a rest, and that organ consequently makes ten strokes a minute less than when one is in an upright position. Multiply that by sixty minutes and it is six hundred strokes. Therefore the eight hours spent in lying down the heart is saved nearly five thousand strokes, and, as the heart pumps six ounces of blood with each stroke, it lifts fifteen thousand ounces of blood less in a night of eight hours spent in bed than when one is in an upright position. As the blood flows so much more slowly through one's veins when one is lying down, one must supply with extra covering the warmth usually furnished by circulation.

BOVRIL

Is the Product of
Prime Ox Beef

BOVRIL

Forms a complete food for
Brain, Blood, Bone and Muscle,
and supersedes all ordinary Meat
Extracts, for flavoring and enriching
Soups, Sauces and
Made Dishes. Sold by all
first class Grocers and Drug-
rists.

WHOLESALE DEPOT

BOVRIL, LIMITED

27 St. Paul St., MONTREAL.

Esquimalt & Nanaimo Railway Co.

NOTICE.

To Prospectors, Miners and Holders of
Mineral Claims on unoccupied land within
the Esquimalt & Nanaimo Railway Com-
pany's land grant, FOR ONE YEAR
ONLY from the date of this notice, the
Railway Company will sell their rights to
minerals (except coal and iron) and the
surface rights of mineral claims, at the
price of \$5.00 per acre. Such sales will
be made in lots, or in other divisions
contained in conveyances from the Company
prior to this date. One half of the pur-
chase money to be paid ten days after re-
cording the claim with the Government,
and a duplicate of the record to be filed in
the Company's Land Office, Victoria, on
payment of the first instalment. The bal-
ance of the purchase money to be paid in
two equal instalments at the expiration of
six and twelve months without interest.
Present holders of Mineral Claims who
have not previously made other arrangements
with the Company for acquiring
Surface and Mineral Rights, are hereby
notified to at once make the first payment
on their Claims, as otherwise they will be
deemed and treated as trespassers.

LEONARD H. SOLLY,
Land Commissioner,
Victoria, B.C., June 1st, 1897.



PENITENTIARY SUPPLIES.

Sealed tenders addressed "Inspector of Penitentiaries, Ottawa," and endorsed "Tenders for Supplies," will be received until Saturday, 19th June, inclusive, from parties desirous of contracting for supplies, for the fiscal year 1897-98, for the following institutions, namely—

Kingston Penitentiary,
St. Paul de Vincent Penitentiary,
Doveraster Penitentiary,
Manitoba Penitentiary,
British Columbia Penitentiary,
Regina Jail.

Separate tenders will be received for
each of the following classes of supplies:

1. Flour (Canadian Strong Bakers').
2. Beef and Mutton (fresh).
3. Forage.
4. Coal (anthracite and bituminous).
5. Cordwood.
6. Groceries.
7. Drugs and Medicines.
8. Leather and Findings.
9. Hardware.
10. Lumber.

Details of information, together with
forms of tender, will be furnished on ap-
plication to the Wardens of the various
Penitentiaries.

All supplies are subject to the approval
of the Warden.

All tenders submitted must specify
clearly the institution or institutions
which it is proposed to supply, and must
bear the endorsement of at least two re-
sponsible sureties.

DOUGLAS STEWART,
Inspector of Penitentiaries,
Department of Justice,
Ottawa, May 22, 1897.

MEDIUM.

Are you in trouble? Do you need
advice and advice? If so call on Mr.
MERCHANT. He gives valuable
information on all business, writing the
script and can talk to your spirit
friends. Room 8, Clarence Hotel.



Macaulay & Lady at Washington.

MAC—It were done when 'tis done, then 'twere well
It were done quickly. . . . But—

LADY MACSENATE—Art thou afraid
To be the same in thine own act and valor

As thou art in doing

Letting a dare not wait upon I would,

Like the poor cat if the saige?

NEW YORK TAKES IT.

Gladly Accepts the Bacchante Statue Re-
jected by Boston.

New York, June 5.—The Bacchante, by Frederick MacMonigal, has been ac-
cepted by the Metropolitan museum, and it will at once be placed in the centre

of the bronze room at the east gallery on the first floor. The much-maligned Bacchante comes to New York as the gift of C. E. McKim, of this city, after a chilling reception in Boston and a re-
jection of a proposition to put it in one of the libraries of that city.

The tender of the beautiful life size bronze was made to the museum on June 1, in a letter sent by Mr. McKim to Frederick Rhinelander. This generous offer was by him transmitted to Daniel Huntington, chairman of the committee on sculpture. Under the examination, in the absence of the board of directors, Henry G. Marquand, president; Hiram Hitchcock, treasurer; and General Luis De Cesnol, secretary of the museum, are empowered to act with the chairman on the committee on sculpture.

This committee of the board of direc-
tors met promptly and voted unanimously
to accept the gift.

The number of men employed on the
steamer is 450, of whom 207 form the
engineers' corps. There are 24 steel boats,
and the vessel is further provided with
the best modern safeguards against fire.
On the whole the Kaiser William is
a notable vessel, and it is no
wonder the Germans are proud of her.

Will positively cure sick headaches and
prevent its return. Carter's Little Liver
Pills. That is not talk, but truth. One
pill a dose. See advertisement, small pill
small price.

FACTS ABOUT THE SUN.

Here is the last published description
of the sun from the pen of Sir Robert
Ball: "For every acre of surface of our
globe there are more than 10,000 acres

on the surface of the great luminary.
Every portion of this illimitable desert
of flame is pouring forth torrents of
heat. It has been estimated that if the
heat that is incessantly flowing through
any single square foot of the sun's ex-
terior could be collected and applied to
the boilers of an Atlantic liner, it would
produce steam enough to sustain in con-
tinuous movement engines of 20,000
horse power, thus enabling a large ship
to break the record between England and

America.

Some very pretty frilled muslin car-
tains at Weiler Bros. Dainty colors and
floral designs.

before Yates will be one of the leading cities of Kootenay.

Glasgow beef ham, spiced, long roll, R. H. Jameson, 33 Fort street.

The most popular drink in the world is Kops Beer.

The quarterly meeting of the board of licensing commissioners will be held on Wednesday at 2:30.

A most complete stock of fishing tackle just received at Henry Short & Sons, 72 Douglas street.

Ladies' garden tools, floral sprays, watering pots, English scythes, flower pots, garden reels, wire netting and other seasonal articles at R. A. Brown & Co's, 80 Douglas street.

Rev. Dr. Campbell last evening mentioned to his congregation that he would next Sunday evening preach a jubilee sermon, giving prominence to the advancement of the gospel cause made during the reign of Her Most Gracious Majesty the Queen, inside and outside the British empire.

We have a nice line of light Scotch suits that we are selling off cheap.

You will have no excuse for being poorly dressed for the jubilee. When you see them just drop in, no trouble to show goods. Kinnaird, the cash tailor, 46 Johnson street.

All Partrides will move at this evening's meeting of the council that the mayor and Ald. McCandless, Stewart, Wilson and McGregor be appointed a court of revision for the purpose of revising and equalizing the assessment roll for 1897. The court meets this month.

Messrs. Cates & McDermott, the stevedores, have been awarded the contract to bring a locomotive from Vancouver to Esquimalt for the E. & N. Railway. The locomotive is a new 70-ton one, recently purchased for the passenger train. It will be loaded on a scow at Vancouver and the scow towed to Esquimalt, probably to-morrow.

Just received, direct from the celebrated maker, Ayres, of London, a choice stock of lawn tennis rackets, balls, etc., at reasonable prices, at Henry Short & Sons, 72 Douglas street.

On account of the threatening weather there was no band concert at Oak Bay on Saturday evening, but yesterday, the sky clearing, the usual Sunday concert was given at Beacon Hill. An immense crowd enjoyed it, the music being splendid and the weather perfect.

The members of the California Press Association will be here to-morrow morning on their annual outing. They left San Francisco by train on Saturday evening intending to spend a few hours in Portland and Tacoma. After spending twenty-four hours in this city, they will go to Seattle, thence returning to Portland via Tacoma. In all the newspapermen will be away from San Francisco for eight and a half days.

Jack, Albert Wynde's Irish spaniel, who knew the haunts of the grouse, pheasant and quail and their tricks to elude the sportsmen nearly as well as his master, died last week at Shawinigan Lake of old age. Jack had travelled all over the province with Mr. Wynde on his hunting, fishing, prospecting and surveying trips during the past ten years, and naturally his death is keenly felt by his owner.

The annual meeting of the Grand Lodge, I.O.O.F., will convene at Kamloops at 10 a.m. on Wednesday. The Grand Lodge officers and representatives who will attend from here are: J. E. Phillips, Lt. Roberts, A. Henderson, W. E. Holmes, W. D. McIntosh, Jas. McEwan, S. W. Edwards, W. H. Handley, Thos. Bamford, W. Walker, W. H. Allen, D. Macmillan and W. H. Huxtable. They leave in the morning by the Charmer.

The Canadian public are in for a genuine surprise. A Jubilee portrait of Queen Victoria is coming that puts them all in the shade, and a beautifully struck Jubilee medal of Canadian design is making those who have seen it ask, "What's the matter with Canada?" Both the Jubilee medal and the portrait are being issued by the Montreal Star, a pretty good guarantee that they will be well up to the mark and over it.

Henry Fry, C.E., and a party of surveyors started on Saturday to survey the land around Cowichan Lake to ascertain the most feasible route for a wagon road. The settlers of the vicinity are divided in their opinion as to the best side of the lake for the road, which is intended as a trunk line between Duncan's and Alberni, some of them wanting it built on the south side and others on the north. The engineers therefore will decide as to which side is the most practicable.

A San Francisco dispatch says: "Pleads of not guilty were entered before Judge Wallace to-day in the case of Edward Johnson and John Black, who are under indictment for bringing stolen property into the state from British Columbia. Counsel for the accused also offered pleas at once of former jeopardy and prior acquittal before Judge Cook, and the prisoners demanded separate jury trials on these pleas. Judge Wallace denied this application, holding that the sufficiency of the pleas was a matter of law which he (the judge) must determine from an inspection of the record in Judge Cook's court. The judge stated that he would make such an inspection, and then continue further hearing until next Friday."

John A. Lawrence was this morning fined \$200 by Police Magistrate Macrae for selling liquors at his restaurant on Government street. This is the heaviest fine in the city police court since 1884; when Mr. Edwin Nelson, then police magistrate, imposed like fine on James Seeley for the same offence.

When Lawrence's case was first called this morning Mr. A. S. Potts, who appeared for the defendant, pleaded not guilty, but after Constable Abbott had given his evidence the plea

was changed to guilty. The constable's evidence went to show that he and another man were served with ale in the restaurant by a waiter employed by Lawrence.

Captain G. A. Fulton returned on Saturday from a visit to Kootenay. He visited the cities of Rossland, Nelson and other places in that district, but it was the little town of Ymir, about 18 miles down the Salmon River from Nelson, that most impressed him. The town of Ymir is a town with an age of about two months, but it has now a population of 900 inhabitants, and 30 to 50 people are flocking to it daily. The citizens of Ymir are nothing if not energetic. They are laying and grading streets, arranging for waterworks and electric light and other works of interest to any city. The surrounding country is very rich, Captain Fulton says, and it is only a matter of a few months

We Prepare Your Prescription

With absolute accuracy from the purest materials, therefore it is what the doctor intended it should be.

John Cochrane, Chemist.

North-West Cor. Yates and Douglas Sts.

ENGINES THE CAUSE

Mishap in the Engine Room Causes Delay of the Steamship *Aorangi*.

British Bark *Kinkora* With Lumber from Burrard Inlet Abandoned at Sea.

Fleet of Merchantmen Arrive in Royal Roads—Boscowitz Down From North.

The long-awaited steamer *Aorangi*, of the Canadian-Australian line, arrived in the Royal Roads this morning. Her delay was caused by mishaps in the engine room, some of the auxiliary engines having broken down. Owing to the same cause she was unable to come in to the outer wharf until late this afternoon, when the engines had been repaired. The *Aorangi* left Sydney on May 10th, and after a run of six days she arrived at Saya. A stay of 24 hours was made at this port, and on May 17th the vessel left for Honolulu. On May 21st the *Mirae* was seen a little to the north of the equator, bound southward. *Honolulu* was reached on May 26th, and the vessel stayed at that port until the day following. She sailed for Victoria at 3 p.m. on the 27th, and after a voyage of ten days arrived this morning. The passage was marked by fine weather throughout, and the ship's passengers made the otherwise monotonous trip a most pleasant one by holding dances, concerts and athletic sports on the steamer's deck. The *Aorangi* is commanded by Lieut. Campbell Hepworth, R.M.A., who was here last in command of the R.M.S. *Warrington*, of the same line. The list of saloon passengers is as follows:

Mr. W. L. B. Peterson, J. Rawson, Sir F. and Lady Sargood and Misses Sargood, W. E. Sargood, D. McLaren, H. McLaren, A. B. Ferwiche, Mr. and Mrs. Whittom, Miss Claperton, Mr. and Mrs. Allan, T. B. Simpson, G. H. Enges, Mr. and Mrs. Bangshawe, E. W. Gillson, G. Swindbourne, L. G. Fosom, Mr. and Mrs. Gadsden, J. Coates, Miss Coates, Mrs. Sinclair, Miss Sinclair, W. Collett, Mrs. May and children, H. R. Brans, S. Wakefield, Mr. Sprout and family, Miss Hoffman, D. Mills, W. M. K. Swibb, Mr. and Mrs. A. Lindsay and child, W. Duck, F. Norris, D. Toss, J. Lenton, Mr. and Mrs. Lenton, Mr. Colville, Mr. and Mrs. Hammer, H. Grouard, O. K. Kell, Mr. and Mrs. Ferguson, Mr. and Mrs. S. Kurry, Mr. and Mrs. Dean, Mr. and Mrs. F. Teychenne and family, Miss Teychenne, Mr. Crawford, Miss Crawford, W. Lindsay, Mr. and Mrs. Menabow, W. H. Mulholland, S. G. Mulholland, W. Bond, Mr. and Mrs. Anderson, J. Lockbenstal, J. Chubbin, J. A. Mackie, Mrs. Teni and family (4), T. S. Browning, T. J. O'Brien, J. K. Nelson, J. C. Allan, G. C. Bennett, A. H. Bennett, T. A. Champman, T. Bried, F. Pheip, Mrs. Purdy and child, Mr. and Mrs. Heymen, J. S. Housen, A. Parrott, W. J. Stoddart, Mr. and Mrs. Abenckly and child, Mr. and Mrs. Hinkle, C. D. Morgan, J. E. Graham, R. H. Jaques, A. R. Stewart, L. Stebbins, Mr. and Mrs. Renchfield, J. Faibon, A. Nottage, F. H. Letchford, D. C. G. Lumis, Mrs. Newitz, S. Horne, H. Hopper, J. Norris, W. J. S. Bennett, Mr. and Mrs. Long and family, W. Granger, J. McNeilly, F. Doe, W. Mitchell, Mr. and Mrs. Jepson, N. Sorenson, J. E. Peterson, W. Miller, A. Eggington, W. Chubbin, J. A. Nanson, J. M. Barr, C. Gray, Mrs. Skinner and family (4), D. Pestro, Mr. and Mrs. Booksby and family (3), P. Mahon, J. Watneught, J. McCallum, T. Moher, D. Hartigan, G. Balfour, Mrs. Castleton, and family. A large number of these passengers embarked at London, England. The *Aorangi* has a very heavy cargo of freight, some of which was loaded at London when the *Aorangi* sailed on March 17th for Sydney to begin her service on this route. The cargo is made up as follows: 797 packages naval stores, 119 wines, 163 packages oilmen's stores, 20 packages coffee, \$10 carcases, mutton, 99 hides, 29 balls skins, 236 ct. preserved meats, 1,223 ct. fruits, 1967 ct. glassware, 100 barrels oil, 526 ct. groceries, 129 pieces lead, 438 ignots tin, 33 pieces timber, 339 packages sundries.

Amongst the significant of naval stores are a number of guns, gun shields and other munitions of war, brought from the old country for the Imperial naval yard at Esquimalt.

The steamer *Walla Walla* is lying in the Royal Roads awaiting orders. She arrived this morning from Guayaquil, Ecuador, in ballast.

The steamer *Walla Walla* is due from San Francisco this evening. The City of Puebla will sail for that port to-morrow evening.

The steamer *Barbara Boscowitz* arrived from the North at an early hour this morning. She brought a large amount of imports from the canneries, all of which are preparing for a busy season. The cannery of the *Shesna* have started to pack spring salmon. Fishermen are not as plentiful as the canners would wish, and the price now being paid per fish is 25 cents. The new cannery just built at Rivers Inlet, by the Waddingham and Vancouver Packing Company are about completed, and they, in common with the other northern canneries, are preparing for the sockeye run. Several prospectors came down on the *Boscowitz* who have been searching the hills and inlets of the north for the precious metal. They are all enthusiastic over their prospects, and report several big finds. A very good find of free-milling gold ore was found at Takoos Inlet, a short time before the *Boscowitz* came down. Among the other passengers were E. A. Wadkins, who is down on a business trip in connection with his cannery, Mrs. Munro and Mrs. Muggardine, two ladies who made the round trip in order

Did You Feel Warm Yesterday?

With absolute accuracy from the purest materials, therefore it is what the doctor intended it should be.

John Cochrane, Chemist.

North-West Cor. Yates and Douglas Sts.

BIG SHOES FOR FEET

Buyers' Prices

Mansell's,

95 GOVERNMENT STREET.

You Can't Do Better

If you are in need of a New Suit, an Overcoat, a Pair of Trousers -- or anything in the Merchant Tailoring line -- you can't do better than see us. We carry a large, well-selected stock of the most fashionable fabrics for gentlemen's wear, and our prices are satisfactory to our clients.

A. Gregg & Son,
Tailors.

Yates St.

GOOD ASSORTMENT
OF
SPORTING SHOES

Is to be found at our store. We have Bicycle Shoes, Lacrosse Shoes, Tennis Shoes and Ladies' Bicycle Boots in both Black and Tan, with Legging Attachment; also Bicycle Leggings. See and buy.

A. B. Erskine (Corner of Government and Johnson Streets,

If You Desire Pure Preserves

MADE FROM SELECT B.C. FRUITS AND SUGAR.

ASK FOR OKELL & MORRIS'

THEY ONLY MAKE THE BEST.

THERE IS ONLY ONE GRADE IN

CLEVELAND and
COLUMBIA BICYCLES

AND GET THE HIGHEST.

J. PIERCY & CO.

WHOLESALE DRY GOODS, and
CLOTHING MANUFACTURERS.

MINERS'
OUTFITS
A SPECIALTY.

Victoria, B. C.

Mineral Claims.

Having just returned from a tour of inspection of the mines on Texada Island, I am prepared to recommend the securing of several good properties by small syndicates on working bonds.

Parties desiring to invest in this way will do well to call at my office and see terms and samples within the next few days.

BEAUMONT BOGGS & CO.
Self, Balmoral Hotel.

FOR SALE.

On Fender Island 2,181 acres of mixed farm, fruit and pasture land, some cleared, with coal and mineral rights at \$25 per acre. Title, Crown Grants. The Island abounds with game, there being with fish. For further particulars apply to H. J. ROBERTSON, Balmoral Hotel.

29 BROAD STREET.

GLASS HOUSES.

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British Columbia.

ASHCROFT.

About 1,500 feet of work has so far been done on the Rivers mine. On the Alberni property the drift is in nearly 100 feet, and is now in good rock and seems to bid fair to make a highly valuable property.

Reports from the Horseshoe Gold Mining Co., the Ward mine, say the elevators are working well and with good results. Mr. Campbell is still sinking a shaft, and considers the indications favorable but has found bedrock to be deeper than was at first supposed. He is down nearly 200 feet. His machinery is working perfectly.

NELSON.

Nelson, June 2.—According to reports and specimens exhibited a wonderful strike has been made on the Fern mine 150 below the lowed adit. Work has uncovered about eight feet of decomposed quartz that is literally sparkling with free gold and makes a most magnificent showing. Assays on the higher levels have gone \$305 in gold, but the specimens brought in to-day will show valuable results.

A strike of free gold has been made on the Annie May on Forty-nine creek, owned by W. G. Robinson and S. Johns. It is the extension of the Majestic and has a well-defined vein three feet in width which lies between the black mica. The ore is copper ore, which is said to run high in gold. The discovery was made during the progress of assessment work and the mine owners will now commence development in earnest.

There is considerable talk of a smelter at this point, and some close investigations have been carried on to see if the quantity and character of the ore will justify it.

CARIBOO.

B. C. Mining Journal. A fire occurred at St. Joseph's Mission, completely destroying the harness shop with the entire stock. Mr. Foster has charge of the shop and has lost his gold watch and also some money.

Ranchers at the 150-Mile House have been gladened to-day by another shower of rain, and there is every prospect of an abundant harvest.

The 150-Mile House had a narrow escape yesterday, the high wind blowing burning embers from a bush fire onto the stable, which took fire. Owing to the heroic efforts of an amateur fire brigade the blaze was extinguished.

The rivers have rapidly subsided between four and five feet. They reached about the height of the high water in June last. It is believed that the June high water will not be much higher than present.

Mr. McEachern is vigorously carrying on the work on the dredge Pioneer No. 1. The new scow is launched and the crane and dipper are in position, and look as though they will scoop up the channel at the Quesnel without much trouble.

The Smoky River Company have one of the scows well high completion. Mr. Cousins and two Indians started from Quesnel for the scene of operation, taking a canoe. Mr. Cousins proposed going all the way on the Fraser, and will be able to note any obstruction of difficulty that may be encountered. He will take about three weeks to reach the ground, but may return in three days.

Mr. Bots of the Cottonwood Gold Mining Company, has completed the sixteen-hundred foot tunnel. It was a most difficult job in the way of engineering difficulties.

KASLO.

Kaslo, June 2.—An unfortunate drowning accident is reported from the lower Duncan river, which resulted in the death of a man named Roome. Three prospectors were attempting the ascent of the Fraser between Kootenay and Hauser lakes. At the present stage of water the current is very swift, and the passage difficult. Roome was in the bow of the boat, and caught hold of an overhanging limb to pull the craft forward over a rapid. The limb had considerable spring, and while he still held it, the boat passed from under him, and he was thrown into the swift current. Before his partners could get the boat into shape and pull back to him he was carried off and drowned. No trace of the body has been found. Roome was about 60 years of age, and as far as could be ascertained, haled from Spokane.

It is understood that the owners of the tug Idaho, who had it in mind to make an attempt to take their steamer from Kootenay to Hauser lake, have abandoned the idea for the present. After an examination of the difficulties to be surmounted, it was deemed prudent not to attempt the ascent. There was not power sufficient, and the boat was scarcely in condition to endure the strain.

The bridge over Grizzly creek on the trail from the townsite of Argente to the foot of Hauser lake, gave way on Monday while a pair of valuable horses belonging to G. O. Buchanan was crossing over. One of the horses was hauled out and brought down to Argente, but the other had to be left behind. This trail is now much used by prospectors, and petitions have been sent to the proper quarter-soliciting repairs, but no attention has been paid to them. Despairing of getting any assistance, prospectors have shown the trail to the river, to cross the trail receiving the loan of a block and tackle from the Kootenay to aid them in the work of removing logs.

Some very fine ore is shown from the surface cropping of claims recently located on Glacier creek, which empties into the Duncan river a short distance below Hauser lake. Some of these claims are about four miles from the river, where two Swedes have located the Queen of the West and Little Johnny. Others have gone further up and located, but the ore from all seems to be alike, showing peacock copper. The lead is said to be from eighteen to twenty feet wide. John Howard, who, with his partner, Russell, located claims about seven miles up the creek, says the trip was an exceedingly arduous one and risky.

Two recent locations on the south fork of Kaslo creek, about four miles above the well known Silver Bell, are said to show richer indications of value than any hitherto located on the same stream. These are in the hands of two Swedes, Charles Hellstrom and Ben Peterson.

A. F. McClaine of Tacoma, and A. L. McClaine of Spokane, vice-president and secretary, respectively, of the Dardanelles Mining and Milling Company, arrived in the city on Monday evening. They will visit the property, and with their engineer decide upon the placing of the new machinery for the mine.

KAMLOOPS.

The Inland Sentinel. The Cinnabar mines at Savona have closed down.

H. Stevenson and F. J. Power, who founded the Mountain, Garfield and Little Ethel claims, have started men at work on them.

The provincial jail keeps uncomfortable, full. Work on the new building ought to be commenced at an early date. It is time tenders were called for.

The Iron Cap mine is now to all intents and purposes the property of Patsy Clark, and in accordance with the terms of purchase, work on it is being pushed vigorously night and day. The debt was completed last Saturday by Mr. W. H. Taylor, on behalf of Patsy Clark, and practically amounts to a bond for one year in the amount of \$20,000. Payments are to be made as follows: \$1,000 July 15th, \$2,500 October 15th; \$2,500 January 15th, 1898, and the balance of \$10,000 by the 27th of May, 1899. After the first payment Clark has the privilege of shipping ore, the proceeds thereof over and above working expenses to be paid into the bank of B. C., as against subsequent payments.

The gold from the Grass Roots claim has justified its name. During the past week N. W. Nestelle, who represents the Fairhaven and Bellingham Bay, Wash., owners of the property, has had it carefully prospected. Tuesday a fine body of ore was uncovered, and assays therefrom gave returns of \$42 in gold and a high percentage of copper. Mr. Nestelle is delighted with the prospects and left Wednesday night for the coast to complete arrangements for active development work. He will return next week, when operations on an extensive scale will be commenced.

NEW DENVER.

The Ledge.

Thirty men are working at the Rew. The Wonder is shipping to Tacoma. The Argo will make a shipment this week.

Several good strikes have recently been made along Four Mile creek.

A strike of clean ore has been made on the Cliff, a claim adjoining the Standard on Four Mile.

English capitalists are negotiating for the Canfield, and it is likely they will obtain a three-quarter interest in it and the Chipper.

Work commenced this week on the Arlington, Meteor, Sultana, Alpine, and Silver Wreath. About 40 men are employed for any information that would lead to the apprehension of the thief or thieves who stole the \$2,000 package from the Dominion Express Company.

In view of the fact that the drawer containing the express packages was not forced open, but was unlocked, and locked again, and the key put back in the regular place, and that another package, marked of the value of \$1,104, but containing documents only, was not removed, it is practically certain that the theft was committed by someone well acquainted with the office. Messrs. Ford and Millard, with A. W. Lee, of the Dominion Express Company, are now here investigating the case. Supt. Hussey is assisting them, but so far no trace has been discovered either of the note or the thief.

ROSSLAND.

Rossland Miner.

Same very fine assays were had yesterday from the shaft of the Jumbo, No. 3, the property of the New York & Kootenay company. J. W. Boyd, local manager of the company, took several New York members of the company down to see the property on Wednesday, and they brought back several samples of the ore. One of these went \$53.20, another \$17.40, and another \$7.52. These assays leave no doubt of the existence of very rich ore in the Jumbo No. 3. The New York owners are so well pleased that they concluded to put on a night shift as well as a day shift, and will also put in a pump. They are much pleased with the camp as a whole and will probably become extensively interested in British Columbia.

The application for a certificate of improvements to the Jersey mineral claim, adjoining the Anaconda and Green Mountain, by W. E. Harris, was addressed by Chester Glass, the owner of the Nellie, as the Jersey took in the whole of the Nellie ground, but was a subsequent location. The case was to have been tried at Nelson on Monday next before Judge Walkem, but was settled by Mr. Glass getting the whole of the Nellie except a narrow triangular strip, 25 feet by 150 feet in width along the north end, which was compensated for by the other ground of the Jersey. Mr. Harris pays \$50 costs to Mr. Glass.

THE NEW MINING LAWS.

We are in receipt of the Directory of Mines for May, published by the Mining Record, Limited Liability, P.O. drawer 57, Victoria, B. C.

The book contains the only, complete synopsis of the mining laws of British Columbia, yet published, with amendments passed at the late session of the Legislature, carefully compiled by Archer Martin, barrister-at-law, Victoria, B. C. In addition to the above, much useful information relating to the mines and mining in general is included in the May number; so that it is at present the most valuable work for mining men to be found on the market.

We quote the following from a notice of the book which appeared in the Province of the 5th inst.:

"Without disparaging the other very valuable matter which the little volume contains, we cannot help calling especial attention to Mr. Archer Martin's synopsis of B. C. mining laws, synopsis as near as it is accurate, so written that

it is easily understood by the layman.

It is on any given point.

In addition to the 'clear' exposition of mining law referred to, the present edition contains a record of Acts relating to mining matters passed last session. Attention is called to all recent changes in the mining law, and all cases are quoted which have recently arisen out of that law. This division of Mr. Martin's subject is brought up to June 1st, 1897. Nor is this all. To make his work as complete as possible, Mr. Martin has inserted in his article clauses from the Companies' act, relating specially to mining companies, and it is not too much to say that the work has been so carefully done that as a compendious digest of law relating to mining in B. C. this synopsis is, as far as we know, without a rival at present."

Parties wishing to know the state of mining laws as they stand to-day should procure a copy of this work.

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